

CD NO.

DATE DISTR. 8 MAR 51

NO. OF PAGES 2

NO. OF ENCLS.
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

25X1

THIS IS UNEVALUATED INFORMATION

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS TYPE IS PROHIBITED.

25X1

1. The direction of the Romanian national railroads (CFR) is divided into regions such as Bucharest, Iasi, Cluj, and other cities. Each regional direction is divided into services, and the services are divided into sections. There are movement, traction, and maintenance sections.
 - a. Organization of the maintenance section. It is directed by a chief of section assisted by one or two chiefs of sections, depending on the importance of the section. The chief and assistant chiefs are engineers. There is a personnel office, one technical and one accounting office, and an office for materials.
 - b. Each section has several districts in the more important stations, and each district has two or three teams, depending on the length of the line under their maintenance. The Braila-Faurei line, 60 kilometers in length, has four districts: Braila, Traian-Sat, Ianca, and Faurei.
2. Faurei is an important railroad center radiating in five directions: Braila, Urziceni, Buzau, Fetesti, and Tecuci. This center is expanding with an increasing number of trains directed to the Danube Canal project, and more trains directed through Moldavia for the Soviet Union. This was noticeable from the construction of two new lines: one joining the Braila-Faurei line with the Faurei-Fetesti line without passing through Faurei, and another leaving from Faurei toward the Faurei-Suraba line to avoid stopping trains in Faurei.
3. Another line begins at the Dedulesti station on the Faurei-Braila line, ten kilometers from Faurei, and continues to Ianca. Its purpose is to serve the Ianca airfield by transporting material for its construction.
4. The asphalt highway running from Bucharest to Floresti-Buzau-Faurei-Braila-Galati was recently extended through Faurei to the village of Urleasca.

CLASSIFICATION: ~~CONFIDENTIAL~~

CONFIDENTIAL

STATE #		<input checked="" type="checkbox"/>	NAVY #		<input checked="" type="checkbox"/>	NSR5		CONFIDENTIAL	
ARMY #		<input checked="" type="checkbox"/>	AIR #		<input checked="" type="checkbox"/>	FBI		DISTRIBUTION	

No Change in Class. ☐

☐ Declassified

Class. Changed ⁷⁻⁷¹ FS S **(C)** 25X1

Auth: NR 79-2

~~CONFIDENTIAL~~

CENTRAL INTELLIGENCE AGENCY

25X1

- 2 -

- a. On 18 November 1950 the railroad bridge on the Faurei-Buzau line, two kilometers from the Faurei railroad station, was completed.
- b. In the Faurei railroad station a water tower is under construction. It is about ninety percent completed.
5. The Faurei-Suraia-Tecuci line, 90 kilometers in length, began operation on 1 November 1949. A railroad bridge was constructed over the Siret River, two kilometers from Suraia.
6. Only at Balta Alba, Ciorasti, and Suraia are trains able to cross; the stations of the above areas are far from the villages and in regions containing marshes, lakes and rivers. This required the construction of many small bridges.
7. In the Ciorasti railroad station there is a Comcereal (State Grain Organization) warehouse which is 100 meters long.

~~CONFIDENTIAL~~